

The National News *Falcon*

The Monthly Magazine of The Falcon Club of America

JANUARY 2010



**Vince and Angela Calderella
Bronx, New York**

**1963 Falcon Two Door Sedan
Monthly Photo Contest Winner**

January 2010

Cover: Vince Calderella

Vince Calderella sent these photos of his 1963 Falcon Sedan by email and he is the winner of the Monthly Rolling Photo Contest for this first all electronic issue.

See page 4 of this issue for full details on this and several other photo contests running simultaneously. Then get those cameras out and send in your entries.

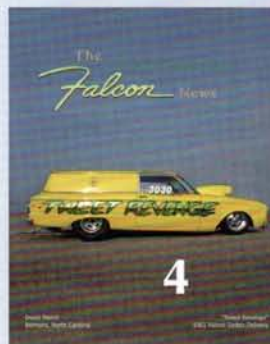


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My Falcon: Vince & Angela Calderella



Our 1963 Falcon has been in our family for over 10 years. It is in mostly original condition. I have the original owner's manual with the first owner's name and date of purchase, October, 1962. This car originally came from Pennsylvania and still has the dealer's name tag on the rear of the car.

The engine is a 1966 200 six, which a previous owner installed. It also has a three speed manual transmission on the column. The interior is 95% original. The bumpers and grille are original and were never re-chromed. The car has 148,000 original miles. I replaced the gas tank, door and trunk weather stripping, door opening wind laces and all window felts. I also put in a Delco one-wire alternator and Pertronix Electronic Ignition.

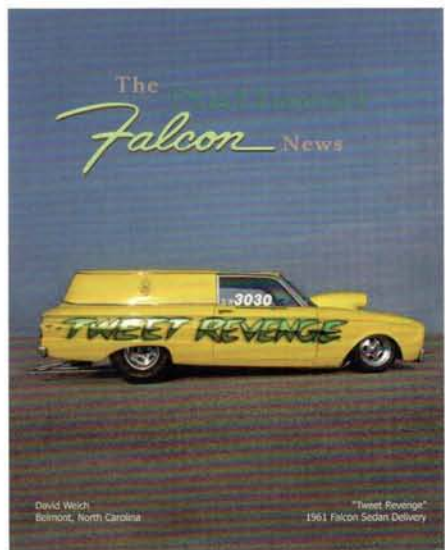
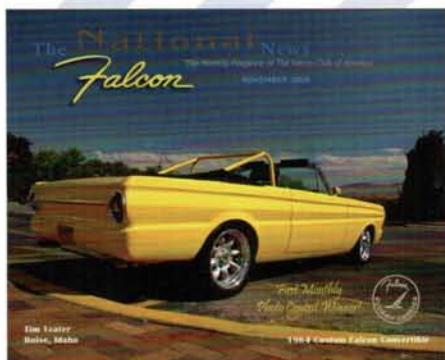
My wife and I love to take our Falcon to car shows because people go crazy when they see a stock Falcon. We also have won two 3rd Place trophies and three plaques. We will never sell this car!

Thanks for your consideration and for putting out a great magazine!

—Vinnie & Angela Calderella
(FCA #9355)
Bronx, New York



Photo Contest Reminder: Enter Now!



Vince Calderella's Falcon on the cover is the winner of this month's Rolling Monthly Contest.

Review the guidelines below and enter the categories of your choice today. No limit on entries.

This year, we have some changes to the format that will widen your options, as well as new categories in which to participate.

FORMAT

Shoot high resolution digital photos (300 dpi at 4 x 5 inches) for all categories. Send your photos and a story about your Falcon on a CD. The story should be a MS Word document, saved as .doc, not .docx. Photo files should be JPEG files. Please do not do any image editing, or add type or borders. Please turn OFF the date feature on your camera.

If you shoot film, please have the photos put on a CD when developed. Include a hard copy of your entries with your name on the back..



Be sure to take photos of your Falcon from all angles and include all the details; engine, interior, wheels, trunk, trim and accessories. Try to choose a neutral, scenic, or totally unique background. Whether it be idyllic country grove or inner city graffiti, "pose" your Falcon to look its best.

Overcast days provide even and soft lighting. Experiment with all types of lighting, angles and backgrounds.

Include people in the photos; and pets too! Entries with lots of photos and an accompanying story will receive preference in judging.

Don't forget to shoot for both a horizontal and vertical cover. Some scenes just naturally lend themselves to one format or the other. See the examples here to give you some ideas for each

CATEGORIES

New this year. We will have several categories to enter and win.

Monthly Rolling Entry Category:

Enter in this category and be the winner of our ongoing monthly Photo Contest. Winners get their photo on the cover of *The National Falcon News* and their story printed inside. There is no deadline, just send 'em in.

One of the advantages of entering this Monthly Rolling Contest category includes the opportunity to have your story in print sooner.

The deadline for the following categories is March 1, 2010.

Traditional Photo Contest Category:

Winner will appear on July 2010 cover highlighting the activities leading up to the 2010 National Meet. Size, format, and submission requirements are the same.

Original Art Entry Category:

This can be a drawing, painting, computer generated art, pencil sketch, watercolor, mixed media; the sky is the limit. Artwork can be submitted in original form, or, preferably, by sending photos or digital files, JPEG or TIFF, on CD. Any original artwork submitted must be 9 x 12" or smaller. Sculpture entries will be accepted, but judged by photos only. Do not send original sculpture. The artwork must be your original work, not copied from other sources.

Winner will appear on August 2010 cover.

Black and White Category:

This category is for your black and white photographs, whether converted from a digital color photo or printed in your very own darkroom from film you developed yourself—or anywhere in between. In this case, of course, photo editing of the digital file is permitted.

Winner will appear on September 2010 cover.

Send all entries to the Editor at the address on page 7. No email submissions will be accepted. Material will be returned if accompanied by a SASE with sufficient postage.

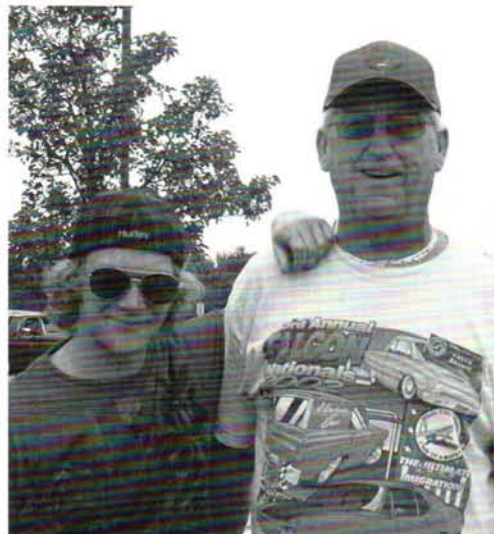
President's Message

Chuck Beason

The Southern Coast Chapter of the Falcon Club of America will be hosting their 2nd Regional Falcon Meet in Pensacola, Florida at the Pensacola International Fairgrounds. There will be several other Car Shows taking place at the fairgrounds which should give our Falcons on display lots of lookers. Pensacola is the home of the "Naval Air Museum and the home of the World Famous Blue Angels Flight Demonstration Team. Carolyn and I will be there and hope you will join us.

February would be a great time to send in your registration for the 31st National Falcon Convention hosted by the Metro Detroit Chapter. Mark your calendar for the 31st National Convention of the Falcon Club of America, July 15-17, 2010 hosted by the Metro Detroit Chapter. Please plan to join the hundreds of Falcons celebrate Falcons Fantastic 50th.

Be sure to remember that special person on February 14, Valentines Day.



FCA President Chuck Beason with grandson, Timm, at the 2009 FCA Nationals in Dover, Delaware.

Chuck & Carolyn



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How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: * 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
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Falcons For Sale



1961 Falcon four door wagon. Gas Mileage Special: rebuilt 170, 4 speed overdrive transmission, 3:55 Maverick rear axle. Many new parts on a good, solid Colorado body. \$3500. OBO. For a complete listing of work, new parts, and detailed pictures email or call Lenn Kel-

logg at Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964. CO.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

1963 Falcon Futura convertible. New 302 HO engine, C-4 trans with Mustang floor shifter, new top, new paint, new tires. Front disc brakes w/five bolt wheels and much more. Featured on cover of Feb. 2005 FCA news. It's ready for fun, and yes, it's fast. \$14,000. Call

Ted, 970-210-3759 or tedra82@bresnan.net. Located in Grand Junction, CO.

If you are looking for a restorable Ranchero, two are available. One is a 1963 with 170 three speed stick. The other is a 1964 260 automatic. Both are solid California vehicles and I am told they will start and drive. hey are both white with minor surface rust only. Neither appear to have been wrecked and appear pretty original. The owners are elderly and are no longer driving but would like to see the Rancheros go to someone who appreciates Falcons. For more information please contact Roy Lewis at 925-366-7555 or mercuryfree@earthlink.net. N CA.

Classified Advertising



This beauty is a 1963 Ford Falcon in mint condition. Her 144 cu engine purrs like a kitten. It has three on the tree, ready to hit the streets/or shows. The old girl has been well taken care of, stored in a barn most of her life; 25,000 original miles. This car would make a superb addition to any family. This car has been to a few shows since I've owned her and people just love to see such a beautiful, original Falcon. She is not the typical show car, no built big block with every after-market part available, but an all original beauty from the '60s. This Falcon has brand new tires, brakes, rotors, and is believed to have new brake lines and exhaust. There are three minor issues with this Falcon: The Heater Core has a minor leak, and it only leaks when you are driving it. There is no key lock on the trunk, and is currently opened by a screwdriver Also the radio is not hooked up, but it does work. We are asking \$5500, negotiable. Call 989-339-5194 or usbldgetts@yahoo.com. MI.

1963 Falcon Futura convertible. 170 cu. in. six cylinder with automatic transmission, bucket seats, radio and working top. Needs complete restoration. Asking \$750.00. Call Paul after 5 PM at 570-937-4812 or jaker1_18436@yahoo.com for more details. NE PA.

1963½ Falcon Ranchero. Vehicle has been stripped (all chrome, windows, and rubber), and sand blasted. Needs light body work, has a light coat of primer to prevent rusting. Rusted floor ans and roof need replaced. Rebuilt engine. Three speed transmission work perfect. Vehicle in perfect running condition.

Needs body work, paint, and interior done. \$2500. OBO, Rudy Madrigal, 521 W. Hill Ave., Fullerton, Ca 92832.

1964 Falcon Futura convertible. Original California car. 260 cu in V8, Ford-O-Matic transmission, Edelbrock Performer Intake and Carburetor, Pertronix Electronic Ignition, Magnaflow Dual Exhaust, 15 X 6 American Torque Thrust with BFG Radials, Sony AM/FM/CD. New Top and Carpet. Have 40 years of paperwork including original build sheet. Repainted in 1988, Red On Red- With white Top. \$ 19,900. Tom Maslanka, 352-249-7584. FL.



1964 Falcon Futura. Some rust on rear quarter panels. Excellent glass and trim. Top end rebuild, new radiator, new carpet, original 170 with C4 auto. New brakes, exhaust, new Fire hawk tires with Crager mags. Asking \$6500 OBO. Call Terry, 419-212-2968. OH.

—Continued on page 8

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Classified Ads (con't)

—Continued from page 7

1964 Falcon Futura 6 cyl, 200 cu. Original owner. Prairie Tan exterior. Black interior. Excellent condition. Original engine. New top. \$8,450 OBO. Michael, 510-484-3718 or teknique@att.net for pictures. CA



1964 2 door Falcon. Built from a 30,000 mile car; no rust EVER! 302/C4/8 inch Mustang II rack and pinion suspension, power steering, power disc brakes, custom vintage air and metallic blue

paint. Basically stock looks but all the good stuff to make those road trips more comfortable. \$17,900. Call C.W. at 816-331-7717 or 816-830-2006 or hey ranch@aol.com.



1964 Ford Falcon Futura Convertible \$17,500. Completely restored vehicle—SWEET! One of the best upholstery jobs

I have ever seen. 260, four speed. Slick as can be, show car ready. Call Marion, 580-512-9985 or 580-588-3074 or 580-512-7999 or email 37yearsandcounting@gmail.com. Apache, OK.

1964 Falcon Futura Convertible. Rebuilt 200 6-cylinder, automatic. Rangoon red with white top. Red interior, bench seats, fender skirts. Excellent condition. \$10,000. Sharon Hoover, 614-491-5770 or email sfhoover@att.net. OH.

1964 Sedan Delivery Deluxe. One rare Falcon! Body code 78B (98 produced in 1964). Strong runner. Classic exterior preserved, but numerous modifications. See article at <http://www.westcoast->

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WEB SITE

www.falconclub.com

Classified Ads (con't)

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falcons.com/scff/member/charlie.htm. \$13,000. For pictures and additional information, call Doug at 707-291-3284 or dlaurice@earthlink.net. CA.

1964 Ranchero 260 V8, Auto, Factory Power Steering, Black over Garnet, Black bucket seats and console, Tonneau cover, Magnum 500 wheels, New glass, AM/FM Radio, Sun Tach, New Brakes and Hardware, Holley 4 Barrel Carburetor, P/S Control Valve. \$11,500. Sharon Hoover, 614-491-5770 or email sfhoover@att.net for pictures. OH.

1965 Falcon, Project Car, Two Door Hard Top, 289 cubic inch, Automatic. Bead Blasted. Car in Kansas City. Jack Ford, 402 981 3330.

1965 Ford Falcon for sale to someone who appreciates Falcons 574-850-4060 \$2000 OBO. Email Barton.Bennett@odyssian.com. IN.

1965 Sprint, silver blue, 302 engine, 4 speed. I have the original parts (except engine) & many xtras. I have owned it for 30 years and know it inside out. Originally restored 26 years ago but pampered ever since. \$13,000. Any questions call or email Chris Scioscia, 908-475-8323 or certrtwngnut@yahoo.com. NJ.

1966 Futura Sport Coupe, 200 ci. Six cylinder, four speed T-10. New: brakes, exhaust, rear window seal, wiper motor, radiator, sway bar, radio/CD player, red/black interior, Burgundy paint, 5 tires. Correct spinner wheelcovers, daily driver, freeway ready. \$7500. Contact Fred at fgcarr@msn.com or 360-748-1520, Chehalis, WA.

1966 Bronco 289 V8, 3speed,4WD. Clean, uncut, Runs good, no rust. \$9500. Call Fred, 661-943-1894. S. CA.



Attractive 1966 Falcon Futura Sport Coupe with original 289 V8 engine, cruises-o-matic transmission, bucket seats, black interior and light yellow exterior. I have over \$7400 invested in the car, which runs great. Needs new paint and some upholstery. I have replaced tires, battery, main and rod bearings, hood, rear end overhaul and gas tank. Asking \$5500. Located in Gresham, OR. Richard Stuthard, 503-663-0312.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet

two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org



1968 Falcon Futura four door, white over bronze, white interior. 62,000 certified miles, 289 2-V, Cruises-o-matic, factory air, power steering. New brakes, new dual exhaust, good tires. A very smooth driver. This Southwest car has zero rust. \$4500 OBO. Ask for photos. Cliff, 575-585-5545 or hhazard87002@yahoo.com. NM.

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1968 Falcon Futura Sports Coupe two door, 6 cyl. car. Original green with parchment interior. Bucket seats, P/S, dealer installed FOMOCO A/C. Solid car! Also many parts from a 1969 2 door Sports Coupe. \$2000 OBO takes all. Can send many pictures. Paul, 605-881-3032 or paul.herman@wensmanseed.com.

Falcons Wanted

WANTED 1963 FORD FALCON TUDOR SEDAN. Looking for project, driver original V8 car, standard trans. Can be 260,289,302,EFI,351W,351C with 4 or 5 speed. Must also have 5 lug or disk brakes with min rust or body work required. Please call or email Louis Santaniello. griff015@netzero.net or 413-250-7806.

I am looking for a 1965 Falcon Futura station wagon or two door. Something that needs work. Leave name, number will return call. Michael, 716-883-3689. NY.

Parts Wanted

Need roof replacement for my 1965 two door Falcon wagon. Prefer two door, but may consider four door. Would like roof cut half way down the posts and no rot. Jeff Chandler. 813-454-9504. FL.

Wanted. Instrument and radio bezels (plastic) for a 1965 Falcon Futura Deluxe. Parts need to be suitable for restoration. Please contact Jim Trunde by email at jtrunde@q.com or phone 503-981-6828. OR.

I broke the NO.1 piston on my 170 motor from my 64 Falcon and need a good bottom to replace the block. Thanks bob smith top half should be fine, would be interested in just a good block or whole drive train thanks. Bob E Smith, xdandeman@hotmail.com, or 417 443 0460. MO.

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Classified Ads (con't)

—Continued from page 11

WANTED



1966 Ford Falcon Club Wagon Conversion awning kit needed. Info from conversion kit indicates: Traveltop by Althorpe, Travel Equipment Corporation, Elkhart, IN. Part info: 3A2-7167, S/N: SC-5947, Patent #2926.042 3134.98. If you have an awning or have a pattern please contact: Scott Staehnke, 218-779-1121 or 920-948-4390 or scottstaehnke@yahoo.com. MN.



Trim needed for 1964 Falcon Futura Convertible. Must be in like new condition. Please call Duane Bennett, 513-897-9604, OH.

Front parking brake cable and driver's side door lock cover for 1963 Falcon convertible. Bob Richmond, 610-459-2314 or robertsrichmond1@verizon.net. PA.

1965 Ranchero Deluxe, I specifically need the long RH quarter side moulding. May be the same on a '65 2 door sedan or wagon. Must be decent. Also interested in really nice 1964-65 Ranchero stainless bed mouldings, nice Deluxe Ranchero tail lights, clean rear bumper with brackets. Australian member, but shipping to Oakland CA 94621. Phil Hart, realcars@bigpond.com

Carburetors -part # on air horn C8OF-AB & C8OF-AA. FE distributors. Part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken,, 314-351-1789 or kslitteken@aol.com. MO..

Ring and pinion differential assembly for an early 6 cylinder, 3.89 :1, code 2 rear axle. The ring gear has 35 teeth and identification number CODW 4210S. The pinion gear has 9 teeth and identification number CODW 4610L. They must be a matched set. Part numbers for the ring and pinion set are CODW 4209-V or C1UZ 4209-B. Please call Joe Tatti at 905-335-2834 after 6 pm EST. Ontario Canada.

Parts For Sale

1964 Ranchero 260 V8, Auto, Factory Power Steering, Black over Garnet, Black bucket seats and console, Tonneau cover, Magnum 500 wheels, New glass, AM/FM Radio, Sun Tach, New Brakes and Hardware, Holley 4 Barrel Carburetor, P/S Control Valve. \$11,500. Sharon Hoover, 614-491-5770 or sfhoover@att.net for pictures. OH.

Set of four American Racing Outlaw I aluminum wheels, 4 lug (4 X 4 1/2). Good shape, 1 curb scuff, \$150. Contact Fred at fgcarr@msn.com or 360-748-1520, Chehalis, WA.

Original Sprint Chrome Air Cleaner. \$225 plus S&H. Center caps for Magnum 500 wheels. Three in good condition; one has nicks. \$75/set plus S&H. 1960-63 console box - red with chrome lid - chrome has pits. \$100 plus S&H. Sharon Hoover, 614-491-5770 or email sfhoover@att.net. OH.

Four - 14" Deluxe Spinner Hubcaps for 1965-1966 Falcon. NOS. Mint Never Used. \$600. for the set. Complete set of seats for 1966 Mustang Hardtop "Pony" trim. Driver seat needs minor repair otherwise all are in great original condition. \$300.00. ALL PARTS PLUS SHIPPING. Francis Lieberth, 330-925-7111 OH 44270.

1963 Falcon 170 six cylinder engine and Dagenham 4-speed transmission. These original parts have not been separated since removal, are un-restored and being sold as is. I'm converting the Falcon to a V-8 and have no need for the six or the Dagenham. The car sat for nearly ten years before I purchased it. The original owner insisted the vehicle had 18,000 original miles. The odometer reads 18,000 plus miles, so the actual mileage is either 18,000 or 118,000 miles (the 18,000 miles seems accurate). The engine turns freely and the tranny shift arms move the gears. Selling as a unit, \$700 for both. Contact Steve Brown,

—Continued on page 21

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So You Want to Restore a Falcon?

Monthly Tech Column

Dick Harrington

PART XIV FINISHED PAINT

After a long and grueling summer of preparing the Ranchero for paint, the finish painting began during the first week of October. Painting continued for three weeks. The paint choice was the original Corinthian White, single stage hardened urethane. A lot of people ask why not a two stage base coat clear coat, which is used on most new cars. Two stage paint has a wonderful wet look to it and is somewhat easier to apply, but to me, it is just too shiny. It looks like new car paint, not the original paint that our trusty old Falcons came with.

Painting began with application of two full wet coats on the complete vehicle. After twenty four hours the paint was sanded with 600 grit and then a third coat of color was applied. While still wet, a fourth coat of a 50/50 mix of color and clear were shot. The 50/50 coat gives it a little more depth of shine and is a recommended step by the paint manufacturer. The Ranchero was divided into sections for the last two coats. The reason for this is it is too difficult to apply the whole vehicle in one session and then polish it out before it gets super hard.

After each section was finish coated, within twenty four hours, it was wet sanded with 1000 grit, 1500 grit and 3000 grit and then polished with a wool pad with polishing compound. At this point it looks pretty good, but once it is rolled out into the sunlight,



This is what it looks like after two coats of Corinthian white had been applied. The only masking at this point was to keep over-spray off of the underside and engine bay.



The interior blue finish coat was applied before the final two exterior coats. Notice all the additional masking to keep blue off of the white.



The front fenders and the hood were finish painted first, then carefully wrapped in packing blankets and stored in the attic.

—Continued on page 14

So You Want to Restore a Falcon?

there are sure to be areas that will need additional work. As the vehicle gets re-assembled there are sure to be scratches and nicks that happen. They will all get touched up before a final polish in the spring after the Ranchero is back on its feet and can be moved outdoors.

In between the first two coats and the final two coats, the interior blue paint was applied. The thinking here was to reduce the chance of getting blue over-spray on the exterior final paint.

The anxiety that the final painting produces is almost unbearable. Any mistakes in the body work will now rear their ugly little heads. Minor dents, sanding marks, non-straight beauty lines and other imperfections stare back at you. Do you live with the flaw or do you stop and fix it? There are few choices at this point; fix it, ignore it, or maybe it is so small no one will see it except you. The reality is most people do not look at the finish with the same level of scrutiny as the person doing the painting. Just remember, finish paint hides no defects, it only magnifies them.

It is highly recommended to stay with one paint manufacturer from start to finish. The last thing you want is incompatibility of product—remember paint is expensive! More money was spent on paint than the Ranchero purchase price.

There is probably no greater satisfaction then when the painting is completed. Removal of the masking is like Christmas morning—finally, the anxiety ends. For the painting part anyway!

NEXT PAGE: LET THE ASSEMBLY PROCESS BEGIN



The doors and rear quarters were finish sprayed at the same time. Notice the additional masking.



All painted and unmasked. It is a relief to have the painting done. Now the fun part begins.

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*. Since his column did not appear in the December 2009 issue, this issue has two installments.

PART XV LET THE ASSEMBLY PROCESS BEGIN

Putting the Ranchero back together is fun, or should be fun anyway. There are three areas that will be focused on in the beginning or reassembly. First is to get the Ranchero sitting on its wheels. For this to happen, the suspension and the brakes have to be installed. While it is sitting up in the air on jack stands, it makes sense to install the underneath parts including the gas tank and fuel line. Once it is on its wheels the installation of the engine, transmission and drive shaft will complete the drive train.

The third area is the front and rear glass. Unfortunately, before the glass can be installed, the headliner has to go in. Having an interior finish material installed so early in the reassembly is risky (protecting the new paint is also risky).

The first part to go back on was the gas tank, mostly just to get it out of the way. The fuel sender was removed to inspect the tank for corrosion. None was found, so the sender was checked to be sure it was working and reinstalled. The fuel filler neck was also installed so the left rear quarter would look completed with the gas cap in place. A new 5/16" fuel line from the gas tank to the engine bay was fabricated to replace the original and attached with the original fasteners. It took a half a day to duplicate all the bends in the fuel line. Bending fuel line and



The gas tank has the fuel sender and vent hose installed prior to being lifted into place.



The upper control arm, lower control arm and the strut rod install first.

—Continued on page 16

So You Want to Restore a Falcon?

—Continued from page 15

brake line in three dimensions is quite the mental challenge.

The front suspension assembly starts with the upper and lower control arms. The upper control arms are shimmed to align the vehicle, during the disassembly process, the shims that were on the upper control arms were taped together and marked so they could be correctly returned to the same location. This will have the alignment close enough so it can be driven to the alignment shop. Once the control arms are in place, the spindles are attached. The front strut rod is next and attaches to the lower control arm and the front of the frame. Since the strut rods are adjustable in length, the rearward nut has to be set to factory specification for proper lower control arm location.

Getting the Ranchero painted was stressful, installing the coil springs is downright scary. Compressed coil springs are dangerous! I use an internal coil spring compressor; the threaded rod needs to be greased as the heat builds up on the threads from the force of compressing the spring will gall the nut and threads. Tension runs high once spring compression begins until it is in place and the pressure is released. It is a ballet with a floor jack under the lower control arm and the ratchet on the spring compressor. I don't relax until the shock absorber is in place insuring that the spring is safely contained.

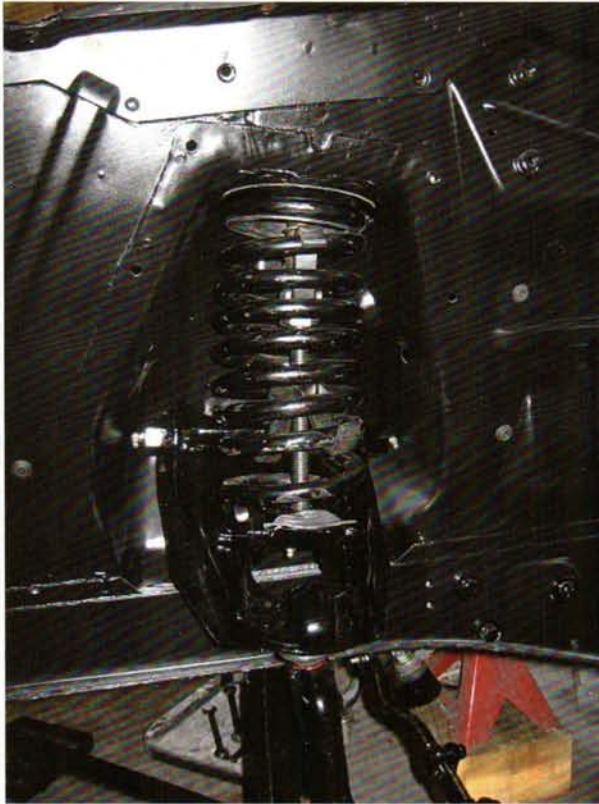


It doesn't look dangerous! Even with the threads greased on the spring compressor, the screw gets hot from the force of compression.

To finish up the front suspension area, the steering box, tie rod ends, pitman arm, idler arm and centerlink installed. As discussed previously, the steering components were upgraded from 1963 V8 parts to 1965 V8 parts, the parts upgraded were the centerlink, inner tie rod ends, pitman arm (1967 Mustang), and idler arm and bracket. Lastly, the sway bar assembly was installed.

We are definitely having fun now!

**NEXT MONTH:
REAR AXLE AND REAR BRAKES**



Spring is in place but still compressed.
A floor jack is placed under the lower control arm and slowly the spring compressor is released.

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New Member Feature

Elroy Zimmerman of DeEll, Washington is relatively new in the Falcon world. For 21 years, he worked on Mustangs and showed them, then in the summer of 2006, he saw a poster of a 1963 Falcon two door hardtop and immediately began looking for a 1963 Falcon. For a year or so, he placed an ad in a local weekly paper looking for a 1963 two door hardtop.

Finally, he received a call from about 45 miles from his home from a family needing to sell their Falcon. They made plans for Elroy to look at it the following Saturday. Elroy writes, "When I went to look at it, he had it running as I walked to the garage and I knew it was my car."



Elroy Zimmerman



However, I told him I would think about it and would call soon."

He went home and that Sunday night and Monday the area had the worst storm ever, with major flooding. He and the Falcon's owner were both without power and the roads were closed due to the flooding and mud slides. They made contact after a few days; Elroy bought the car and it was delivered.

He started working on it and says "It was a real learning experience." He began taking it to car shows in the summer of 2009, and reports that "besides it being fun to drive, I took home three trophies. At one show I was parked between a restored 1961 Corvette and a 1966 Thunderbird and I got a trophy and they didn't! I had more people talking to me about the Falcon than the other two cars combined!"

Elroy joined the FCA in October (he is member #13743). He enjoys reading the magazine and has already received help and lots of information from FCA member Bob Passino on the Falcon.

Welcome to the FCA, Elroy!

—More photos on page 20

New Member Feature

Elroy Zimmerman

—Continued from page 19



Are you a recent member of the FCA? Send some photos and a story for a New Member Feature to the Editor at the address on page 9.

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—Continued from page 12

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1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

AM/FM radio w/cassette player for 1960-63 Falcon, by Custom Autosound, \$150 OBO. Tail Light Lens for 1960-61, \$15, with free Shop Manual and postage paid. Bob Richmond, 610-459-2314 or robertsrichmond1@verizon.net. PA

1963 Falcon parts: Passenger side 1963 Falcon parts: Passenger side front fender, straight, solid w/ surface rust only, \$75. Set of 4 original 13" 5-lug wheels, gloss black powder-coat, never used, \$100. 1963 original grille, very good, no breaks, no dents, needs minor straightening, \$200. 3-speed interior steering column, \$10. Original front sway bar, \$5.; original Falcon front fender spears, some pitting but restorable, \$40. Pair rear V-8 coil-over HD shocks, \$20. Pair front V-8 HD shocks with caps, \$15. Jim, 913-685-1079 or jd_wilkerson@sbcglobal.net. KS.

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—Continued on page 22

Classified Ads (con't)

—Continued from page 21

Parting out 1964 Sprint Convertible. 260 V8 and two speed auto transmission. Ran when parked, motor is free; 8" rear end; Front V8 Spindles, Misc sheet metal: hood, doors, trunk, windshield surround, cowl and frame behind rear seat, shock towers, some other bits; Many interior trim parts and panels and stuff; Back seat; Bucket seats, convertible top and center console are gone; Body shell is gone/cut up; Let me know what you need/want and I'll let you know if I have it. futura65@comcast.net. Chicago, IL

Kellogg's Garage has a recent acquisition of NOS 1960-1963 parts and good used parts as well: Grilles, headlight rings, horn rings, 13, 14" wire wheel covers. Can email a list for your perusal. Lenny Kellogg, the Junkyard Junkie. lenkellogg@lpbroadband.net or 970-593-1964 CO.

N.O.S. parts: carb rebuild kits, part # CODZ-9A586-A & B, \$30.00; exhaust hanger, part # CODD-5A283-F, \$15.00; flywheel gear, part # CODE-6384-A, \$45.00; Autolite vacuum control, part # CODF-12370-A, \$18.00; turn signal plate, part # CODF-13304-A, \$15.00.. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Information Wanted

I am needing some help. I am trying to restore a 1963 Falcon convertible. My Header Bow is rusted pretty good and I want to replace it. I have tried all the big websites. Any other ideas? If you could help that would be great. Thanks Will Caulder, wfcaulder@yahoo.com.

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Editor's Note:

Due to production delays for the December and January issues, the classified ads have been held over one month. Please re-submit your ad monthly to ensure that it will run. Also, please do not email me and say "Please re-run my ad." Unless you are a regular advertiser, I may not remember your specific ad from month to month. Thanks for your cooperation. Please use guidelines on page 6 for correct formatting and deadline information. Photo ads are \$20 and will run for two months.

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Blast From The Past: Old Car Transports



Even though none of these are Falcons, this interesting set of historical photos from several collections provides a look at a time gone by.

—Submitted by Lenny Kellogg
(FCA #3272)
Loveland, Colorado



—Continued on page 26
49478

Calendar of Events

2010 FCA NATIONAL MEET JULY 15-17, 2010

Make plans for next year's FCA National Meet. Falcon's Fantastic 50th will be held in Dearborn, Michigan at the Hyatt Regency Dearborn. 600 Town Center Drive, Dearborn, MI 48126. 313-593-1234. Room rate is \$105 + tax per night. Must mention "Falcon Club" to receive this rate. More information: Gordon Leslie, 313-382-2993 or gogofalcon@att.net, Mike Eaves 313-386-3209 or michaeeaves@att.net, Alan Aniol 734-282-8188 or joanal@wideopenwest.com. Visit <http://fca2010detroit.webs.com/> for updates.

Use the registration form on the jacket of this issue to register NOW!

Do you have a Falcon Event to be included in Calendar of Events? Contact the Editor at the address on page 9.

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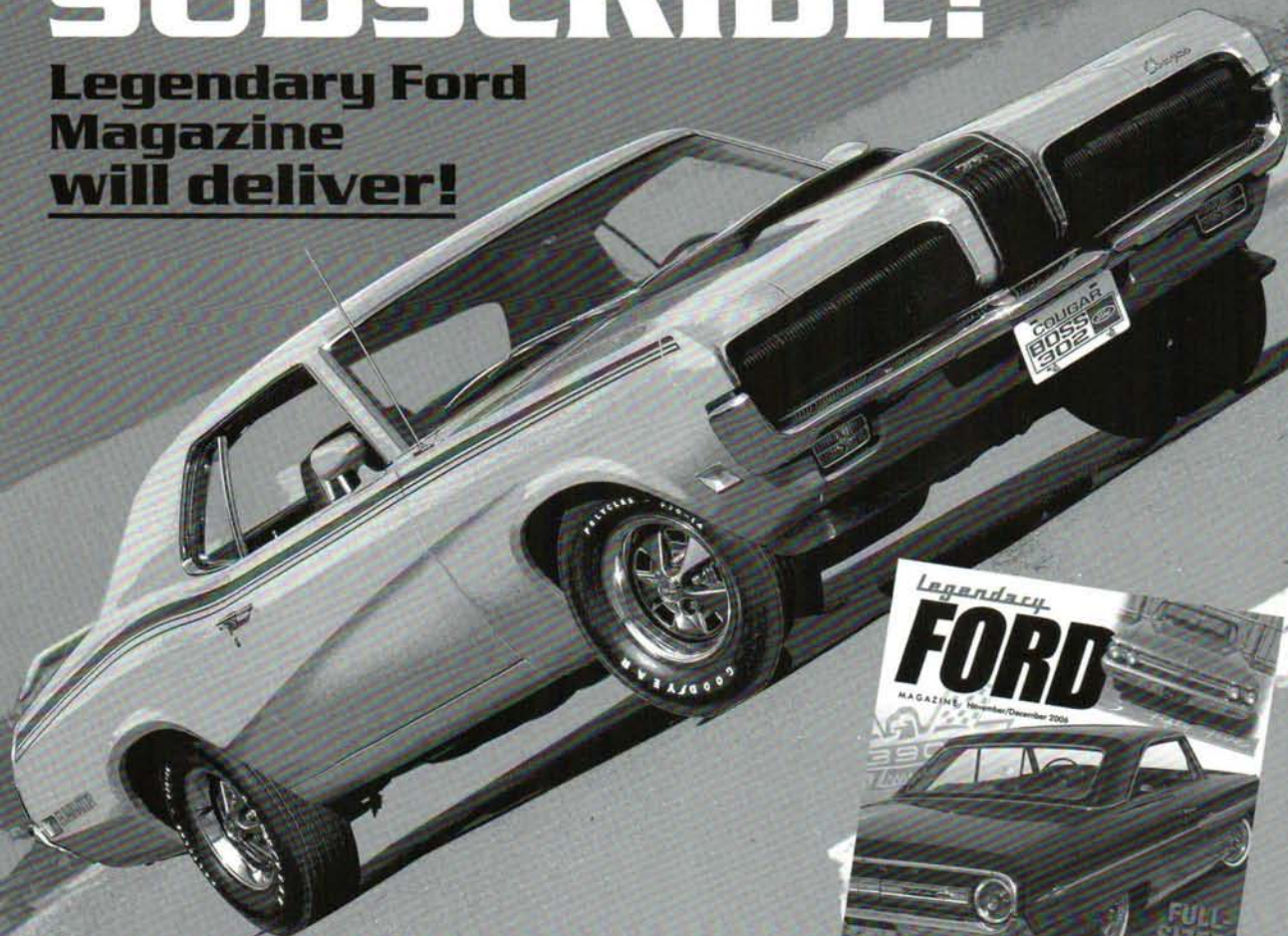
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— Continued from page 23



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- VC289-SMCH.. Small Block Valve Cover - Chromeea 289.95
- VC289-SMPL.. Small Block Valve Cover - Polishedea 174.95

AIR CLEANERS

New Chrome air cleaner matches our valve cover. These are good looking and give you that custom touch in your engine compartment without a huge expense. Includes air cleaner top, bottom, and filter with hardware.



ACASB-CH

- ACASB-CH . Aluminum Air Cleaner-(CH)....ea 149.95
- ACASB-BK.. Aluminum Air Cleaner-(BK)....ea 149.95

ACASB-BK

1964-65 Falcon Door Latch Assemblies

Now you can replace your worn out door latch assemblies with these brand new reproduction parts.

- LAD64X-LH...64-65 Falcon Door Latch Assy. (LH)ea 69.95
- LAD64X-RH ..64-65 Falcon Door Latch Assy. (RH)ea 69.95



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Secret Audio SST

Secretaudio SST is a hidden audio system for any type of vehicle. The main receiver/amplifier unit is usually hidden under the seat, or behind the dash. Flush mount bezel for console or dash mount system allow you to install the LCD display almost anywhere. The LCD also comes with a bracket mount for easy installation in the glove box, under the dash, in the ashtray, sun visor, console, or wherever you choose. Its only 1" deep and it's especially handy for custom or streetrod applications. Hideaway 200 Watt AM/FM CD controller with USB MP3/WMA Flash Drive, iPod interface and more. Includes the iPod docking cable (iPod not included). Check website for complete features list.



SEC-SSTSecret Audio SSTea 299.95

63/65 Lower Suspension X Member-Chromex



Lower "X" member for 1963/1965 Falcons and Rancheros with V-8 engines. Creates greater stability and strength in front end and improves handling. Mounts into your stock bolts that hold motor mounts to frame. Chromex chrome-like coated finish. Note: For dual-exhaust system only.

XM100-CH....63/65 Lower Suspension X Member-Chromeea 149.95

1960-1965 Monte Carlo Bar - Chromex



Improve the handling and performance of your 1960-1965 Falcon or Ranchero with these high quality Monte Carlo bars. Mounts from shock tower to shock tower on V8 cars. Powder coated in Chromex ceramic coated finish. This ceramic coated finish has a similar appearance to chrome and looks great with polished aluminum, cast grey or plated engine parts. A nice upgrade!

MCB10-CH.....60/65 Monte Carlo Bar V8)-Chromex ea 89.95



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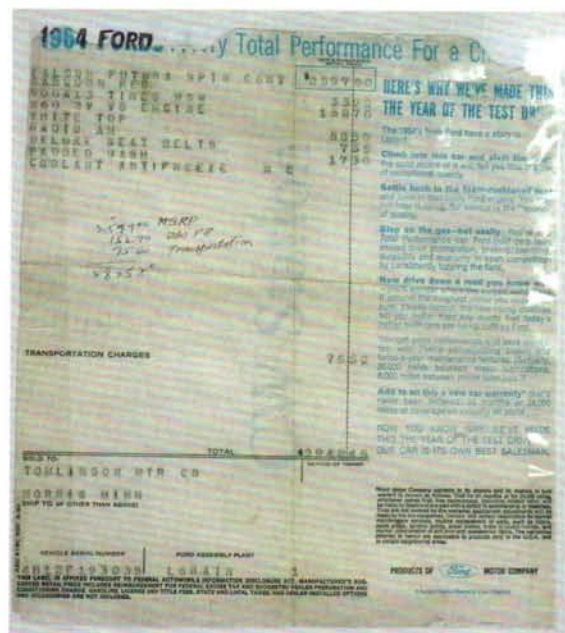
63' Falcon Photo: Colin Date
legendaryfordmagazine.com

OK,

Max Green of New Hope, Minnesota joined the Falcon Club of America at the 2007 Minnesota National Falcon Convention. He brought his 1964 Futura convertible, and since he was helping with the show, it was one of the first Falcons on the field. Max took some time out from his duties to talk a little about the car.

And it is a beauty. In original condition when he bought it, it had been stored inside since 1984 in North Dakota—good thing! He has had it repainted since then. He is a firm advocate of keeping cars in “extreme original” condition, in words. The car carefully matches the original sticker, except for the under-FM radio. He has taken it to a few shows, and the 2007 meet was just miles of driving for him. He admits he “doesn’t drive it much.” He is a fan of cruise-ins more than car shows and is interested in trophies.

Max has two grown children who are "not interested in the car at all. It's a shame really," Max says, "They don't know what they're missing!"



Max Green's 1964 Falcon Futura Convertible



—More photos of Max's Futura on next page

This is the final installment of the Minnesota Moments series of articles, all from the 2007 National Falcon Meet in Minneapolis. The 17 interviews with photos took a while to run its course, as you can see. The first one was published in December 2007. Thanks to all who took their time to talk with the Editor and for your patience in the article actually appearing in The National Falcon News.

Note: When I went to the current membership list to get Max's FCA #, I did not see him listed! If you know Max, give him a copy of this magazine with membership application! We'd love to have you back, Max.

—Ed.

The Minnesota Max Green Red Futura Show

—Continued from page 31

